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May 22, 1963

MEMORANDUM

"BOSTON PUBLIC LIBRARY"

TO: Boston Redevelopment Authority

FROM: Edward J. Logue, Development Administrator

SUBJECT: GOVERNMENT CENTER RELATIONSHIP TO THE NORTH STATION AREA

At the Government Center Public Hearing on April 17, 1963, the North Station Merchants Association, while endorsing the Plan, expressed reservations relating to the connection of the Government Center to the North Station Area.

Both before and after the Public Hearing, we have had numerous discussions with the officers of the North Station Merchants Association. As a result of these discussions, I propose to send the attached letter to the President of the Association. The letter summarizes the understandings reached between the Association and BRA staff.

The officers of the North Station Merchants Association have reviewed the proposed letter and find it acceptable as a basis for approval of the Government Center Urban Renewal Plan.

Mr. Morton Gondelman, President
North Station Merchants Association
150 Causeway Street
Boston 14, Massachusetts

Dear Mr. Gondelman:

On April 17, 1963, a public hearing was held on the Government Center Project. At this hearing the North Station Merchants Association, while endorsing the Plan, expressed several reservations relating to the connection of the Government Center to the North Station area. Specifically, the Association expressed concern regarding the 2,000 car Parking Garage at Haymarket Square, requested that a good connection be made between the North Station and Government Center, expressed concern regarding the possible erection of a funeral parlor at the south end of Canal Street, and opposed any proposal to dead end Canal Street near present Haymarket Square.

Since April 17, officers of the North Station Merchants Association have met several times with members of the BRA staff. I understand that these discussions have led to general understanding on the reservations expressed by the North Station Merchants Association.

The purpose of this letter is to put on the record a summary of these understandings.

First, on the question of the Parking Garage, we are in complete agreement with the North Station Merchants Association that the garage must be designed in such a manner as to provide for a good connection between the Government Center and the North Station. Over the past few weeks BRA's design staff, working with the North Station Merchants Association, has prepared several models of the parking garage to show how such a connection can be achieved. I believe that there is general agreement between us that these represent considerable improvements over previous models. I also believe that we both understand that at this point in time, when our architects and engineers have not yet been chosen for the design of the Parking Garage,

these models can serve only as an illustration. Exactly how this connection between the North Station area and Government Center will be made can only be finally resolved when architects and engineers have been engaged. In this connection, the architects and engineers must, under the provisions of the Government Center Plan, respect the objective of a good connection between the two areas. We further propose that the architects and other consultants be in contact with the North Station Merchants Association during the design of the garage so that the Association's desires may be reasonably worked out.

On the question of the building at the southern end of Canal Street, the Government Center illustrative model has been constructed so that there is no blockage of Canal Street. On the question of whether the building would be used, in whole or in part, as a funeral parlor, the Government Center Plan provides for general business use for this building. This use, which also predominates in the balance of the North Station area, permits a great number of uses, among them a funeral parlor, and we do not propose in the Plan to discriminate against specific uses within the general business category.

On the question of limited ingress from New Chardon Street into Canal Street, we have incorporated this provision into our plans subject only to ultimate determination of its feasibility from an engineering and traffic standpoint. Our own staff engineers and traffic personnel have studied this matter sufficiently to come to a preliminary conclusion that such a connection is in fact feasible. This requires further discussions with the various City and State agencies concerned with road construction. We do not expect any difficulties on this score, but we will certainly keep you informed on every aspect of this matter.

I believe that the discussions over the past few weeks have shown three important things. First, that the aims of the Association and the BRA are identical in creating good connections between the North Station area and Government Center. Second, that there are some areas, such as the

these models can serve only as an illustration. Exactly how this connection between the North Station area and Government Center will be made can only be finally resolved when architects and engineers have been engaged. In this connection, the architects and engineers must, under the provisions of the Government Center Plan, respect the objective of a good connection between the two areas. We further propose that the architects and other consultants be in contact with the North Station Merchants Association during the design of the garage so that the Association's desires may be reasonably worked out.

On the question of the building of the southern end of Canal Street, the Government Center Committee has not been requested so that there is no discussion of Canal Street. On the question of whether the building would be used in whole or in part as a general business building, the Committee has no objection to the use of the building for any purpose which would be a good use for the building. In the building, we do not propose to use the building for any specific use within the general business category.

On the question of limited interest from New London Street into Canal Street, we have incorporated this provision into our plans subject only to certain restrictions of the feasibility from an engineering and traffic standpoint. Our own staff engineers and traffic personnel have studied this matter and it is our opinion that a preliminary decision that such a connection is in fact feasible. This decision is based on discussions with the various city and state agencies concerned with road construction. We do not expect any difficulties on this score, but we will certainly keep you informed on every aspect of this matter.

I believe that the Committee has over the past few weeks have seen three important things. First, that the aims of the Association and the BMA are identical in creating good connections between the North Station area and Government Center. Second, that there are some areas, such as the

design of the Parking Garage, where final answers are not now available because the design of the garage has not yet been begun. Third, and most important, that the discussions have demonstrated good faith by both parties and that the discussions and consultations which will be carried on between us over the next several years can be carried out in the same spirit of cooperation and good will. We look forward to working with the Association not only on the points discussed in this letter but on all questions that have an important bearing on the North Station area, such as the vehicular flow between Government Center and North Station.

Sincerely,

